

# United States Department of the Interior



BUREAU OF MINES  
Intermountain Field Operations Center  
P.O. Box 25086  
Building 20, Denver Federal Center  
Denver, Colorado 80225

October 5, 1993

Mr. James C. Partlow, Design Operations Engineer  
Federal Highway Administration  
Illinois Division  
3250 Executive Park Drive  
Springfield, Illinois 76703

Dear Mr. Partlow:

Subject: Notice of Intent to Prepare an Environmental Impact  
Statement of US-20 (from SR-84 East to Bolton Road West  
of Freeport), Jo Daviess and Stephenson Counties, IL  
(ER 93-736)

At the request of the Director, Office of Environmental Affairs, U.S. Department of the Interior, U.S. Bureau of the Mines personnel reviewed the subject document. With a project such as this, the Bureau is primarily concerned that impacts to mineral resources and/or production facilities are adequately addressed during the review process. The brief description of the project that was included is not sufficient to accurately plot the location of the proposed project.

Active crushed stone and construction sand and gravel operations are known to exist in the vicinity of the project. We suggest that the planned Environmental Assessment discuss these mineral resources and impacts to them. If, after study, no adverse impacts to mineral resources are identified, a statement to that effect should be included. Such an inclusion would provide users of the document with knowledge that mineral resources were considered during project planning.

Consideration should also be given to using existing sources of construction aggregate rather than developing new sources, if it is economically feasible. This would reduce potential environmental impact to the land surface. Our comments are drawn from available information, are provided on a technical assistance basis only, and may not reflect the position of the Department of the Interior. If you have questions concerning these comments, please contact Steve W. Sikich at (205) 759-9466.

Sincerely yours,

Mark H. Hibpshman  
Supervisory Physical Scientist

sws/cvl



# Illinois Department of Transportation

Division of Water Resources

3215 Executive Park Drive / P.O. Box 19484 / Springfield, Illinois / 62794-9484

September 17, 1993

SUBJECT: FAP Route 301 (U.S. Route 20)  
Galena to Freeport  
JoDaviess & Stephenson Counties  
Sections 43-1,-2,-3,-4,-5, and  
177-1,-2

Mr. William D. Ost  
Illinois Department of Transportation  
District 2  
819 Depot Avenue  
Dixon, Illinois 61021-3500

Dear Mr. Ost:

Thank you for the invitation to the Scoping meeting and the information regarding the subject project. It is not anticipated that a member of our office will attend the meeting on September 23, 1993. Our only comment would be to ensure that the proposed alignment will be in accordance with our floodway construction and stream crossing regulations.

If you have any questions or comments, please feel free to contact Jay Peters of my staff at 217/782-3862.

Sincerely,

A handwritten signature in cursive script that reads "Dennis L. Kennedy".

Dennis L. Kennedy, P.E., Head  
Technical Analysis and Permit Unit

DLK:JSP:1mt



# State of Illinois DEPARTMENT OF AGRICULTURE

State Fairgrounds / P.O. Box 19281 / Springfield 62794-9281

Bureau of Environmental Programs  
217/ 785-2427

Bureau of Farmland Protection  
217/ 782-6297

September 10, 1993

Mr. William D. Ost, District Engineer  
Illinois Department of Transportation  
Division of Highways/District 2  
819 Depot Avenue  
Dixon, Illinois 61021-3546

Re: Scoping Meeting  
FAP Route 301 (US 20)  
Jo Daviess & Stephenson Counties

Attn: Larry Hill

Dear Mr. Ost:

Thank you for the invitation to attend the September 23, 1993 Scoping Meeting on the US 20 project in Jo Daviess and Stephenson Counties. The IDOA is very interested in the project, as it will result in extensive agricultural impacts within the two county area. Consequently, the Illinois Department of Agriculture (IDOA) desires to be a party to the scoping process that will be carried out on this project.

A representative of the Illinois Department of Agriculture (IDOA) will be attending the Scoping Meeting, however, we do not anticipate that anyone from the IDOA will be able to participate in the tour of the project route the day before.

Enclosed is a listing of the information the IDOA will need in order to properly assess the project's agricultural impacts. This information will also enable the IDOA to determine the project's compliance with the IDOT's Agricultural Land Preservation Policy and with the state's Farmland Preservation Act.

As the EIS is prepared for this project, the IDOA would like to make two requests.

1. The IDOA would ask that the EIS contain the same information as that which is requested on the enclosure to this letter. By including this information, we feel that the EIS will reflect an accurate assessment of the project's agricultural impacts and the measures to mitigate those impacts.

Mr. William D. Ost, District Engineer

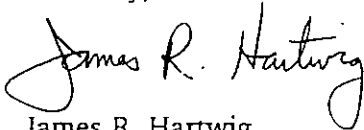
Page 2

September 10, 1993

2. The IDOA would ask that the EIS consider agricultural land as a segment of the natural environment rather than just a "land use" as is done in many environmental documents. Agriculture is a land use, but the farmland is a natural resource, just as wetlands and woodlands are land uses but also components of the natural environment.

Should you or your staff have questions regarding the information we are requesting or our review procedures, please contact us at your earliest convenience.

Sincerely,



James R. Hartwig  
Bureau of Farmland Protection

JRH/

Enclosure

cc: John Rowley, IDOT  
James Partlow, FHWA  
Kevin Rund, IFB  
Jo Daviess County SWCD  
Stephenson County SWCD

## AGRICULTURAL REVIEW CRITERIA

### FOR

#### FAP ROUTE 301 (US 20) SECTION 43-1, -2, -3, -4, -5, & 177-1, -2 IL 84 (N) TO BOLTON ROAD (FREEPORT) JO DAVIESS & STEPHENSON COUNTIES

The items listed below are areas of concern which need to be addressed in order for the Illinois Department of Agriculture (IDOA) to properly complete its review of the agricultural impacts associated with the construction of the above referenced highway improvement. The IDOA would ask that these same concerns be addressed in the Environmental Impact Statement that will be prepared on the project.

1. The location of the project plotted on a county highway map, plat map, or other map of equal or better quality.
2. Acres of additional right-of-way proposed for acquisition via fee acquisition for all purposes. Land acquisitions should be broken down by category (i.e. - mainline, frontage and access roads, uneconomical remnants, borrow sites, wetland mitigation, woodland mitigation, floodplain compensatory storage, etc.).
3. Length of the project.
4. Acres of each soil type proposed for fee acquisition (provide only if alternatives are proposed).
5. What percent of the roadway will be constructed . . .
  - A. On the centerline of the existing roadway?
  - B. Parallel and adjacent to the existing centerline?
  - C. On entirely new alignment?
6. Are design standards being utilized that will minimize the need to acquire right-of-way? In not, please explain.
7. Will the surface and subsurface drainage of adjacent fields (if applicable) be maintained so as to function as well or better after construction as before construction? If not, please explain.
8. Will the project's erosion control plan be submitted to the Jo Daviess and Stephenson County Soil and Water Conservation Districts for review and comment prior to its implementation? If not, please explain.
9. Number and type of building relocations required.

10. Number, acreage, and location of each of the following that will be created:
  - A. Uneconomical remnants.
  - B. Severed parcels.
  - C. Landlocked parcels.
11. Will any permanent adverse travel be generated? If so, please provide the following information:
  - A. Number of landowners and/or operators incurring adverse travel.
  - B. Miles of adverse travel each landowner and/or operator will sustain (per round trip).
12. Will any off-site agricultural land be utilized for obtaining borrow materials? If so, please provide the following information for each site:
  - A. Acreage.
  - B. Current land use.
  - C. Location as plotted on a county Soil Survey map (if available).
  - D. If borrow materials are to be contractor supplied, could the project contract specify that no Prime farmland can be utilized for borrow purposes in order to minimize the project's farmland conversion impacts?
13. Will any off-site agricultural land be purchased for wetland mitigation, tree replacement, and/or floodplain compensatory storage? If so, please provide the following information for each site:
  - A. Acreage.
  - B. Current land use.
  - C. Proposed land use.
  - D. Location as plotted on a county Soil Survey map (if available).
  - E. If any Prime farmland is proposed for acquisition, please explain why a non-Prime site(s) is not being considered.
14. Acreage and location of any agricultural land to be acquired via fee acquisition that will remain available for agricultural use. Please state why this land is not being offered for sale to an adjacent landowner.

15. If any utility lines need to be relocated on privately-owned land, please provide the following information:
- A. Nature of the relocation(s) required.
  - B. Distance the utility line(s) will be located from the edge of the highway right-of-way.
  - C. Why will the utility line(s) not be relocated on the highway right-of-way in order to minimize the project's agricultural impacts?
16. Actions that will be taken to mitigate the project's adverse agricultural impacts. Please provide a discussion of:
- A. Actions that will be taken to minimize the taking of agricultural land via fee simple acquisition for highway right-of-way purposes.
  - B. Actions that will be taken to minimize or eliminate the taking of Prime farmland for the purpose of mitigating for other natural resource impacts.
  - C. Actions that will be taken to avoid the taking of Prime farmland for use in creating floodplain compensatory storage.
  - D. Actions that will be taken to avoid the use of Prime farmland for borrow purposes.
  - E. Actions that will be taken to minimize or eliminate:
    - 1. Uneconomical remnants.
    - 2. Severed parcels.
    - 3. Landlocked parcels.
    - 4. Adverse travel.
  - F. Other actions that will be taken to mitigate the project's adverse agricultural impacts.

NOTES: Agricultural land or farmland means all land in farms including cropland, hayland, pastureland, forestland, corrals, gardens and orchards, land used for farmsteads, buildings, barns, and machinery sheds, adjacent yards or corrals, pens, waste lagoons, feedlots, farmstead or feedlot windbreaks, grain bins, lanes for farm residences and fields, field windbreaks, ponds, commercial feedlots, greenhouses, nurseries, broiler facilities and farm landing strips.

Prime and Important farmland can be identified by contacting the appropriate county Soil and Water Conservation District.



# Illinois Department of Conservation

LINCOLN TOWER PLAZA • 524 SOUTH SECOND STREET • SPRINGFIELD 62761-1787

CHICAGO OFFICE • ROOM 4-300 • 100 WEST RANDOLPH • CHICAGO 60601

Brent Manning, Director

John W. Comerio, Deputy Director

Bruce F. Clay, Assistant Director

November 1, 1993

Kirk Brown, Secretary  
Illinois Department of Transportation  
Administration Building, Room 300  
Springfield, IL 62764

Dear Kirk:

May I request that you consider bike trails (or in the alternative, bike routes) in the feasibility studies underway for Illinois 29 between Rochester and Taylorville and for U. S. 20 between Galena and Freeport.

The former links two joint State/local initiatives--the Lost Bridge Trail between Springfield and Rochester and the Lincoln Prairie Trail between Taylorville and Pana, which are rail-trail conversions of the abandoned Prairie Trunk line and which are Illinois Transportation Enhancement projects. The study corridor includes a segment of the same rail line with rail-trail potential and natural values, particularly between the former railroad bed and the highway right of way. If it is feasible to utilize this potential and preserve these values, I would be delighted and pleased to participate in their enhancement and management.

The latter is an option to complete a major segment of the *Grand Illinois Trail*, the loop trail (including the Illinois and Michigan Canal National Heritage Corridor) between the Chicago metropolitan area and the Mississippi River corridor, discussed with you and Susan Mogerman several months ago. I would be delighted to have a potential resolution for this critical gap in the trail. If a separate bike trail is feasible, I would be pleased to participate in its development and management.

Your cooperation is greatly appreciated.

Sincerely,

  
Brent Manning  
Director

bt





# Illinois Department of Transportation

Office of the Secretary  
2300 South Dirksen Parkway/Springfield, Illinois/62764  
Telephone 217/782-5597

December 8, 1993

MEMORANDUM TO DIRECTOR BRENT MANNING, ILLINOIS DEPARTMENT  
OF CONSERVATION

SUBJECT: Bicycle Trails Feasibility Studies

Thank you for your letter dated November 1, 1993 regarding bicycle trails for the Illinois Route 29 project and bicycle routes for the U.S. Route 20 project.

The Illinois Route 29 project between Rochester and Taylorville is currently in the feasibility study stage. Consideration for a bicycle trail is included in this feasibility study. Our District 6 office will be in contact with your staff as the study progresses.

The U.S. Route 20 project between Freeport and Galena is in the early Environmental Impact Statement (EIS) stage. As part of the EIS process, a scoping meeting with state and federal agencies was held on October 23, 1993. The purpose of the meeting was to identify agency concerns.

Our objectives for scoping are: (a) to identify public and agency concerns; (b) to define issues and alternatives that will be examined in detail in the EIS while simultaneously devoting less attention and time to issues which cause no concern; and (c) to save time in the overall process by helping to ensure that the draft EIS adequately addresses relevant issues. Your letter will be added to the scoping input and bicycle routes and accommodations will be considered as the project and EIS are developed. We will need to work with your department to better define the bicycle route issue and properly address it in the EIS.

We appreciate your offer to participate in the development and management of bicycle facilities and natural values along these routes. We will advise the affected districts of your offer so that they can involve appropriate staff in your department.

KS 12/8/93

Kirk Brown  
Secretary

Director Brent Manning  
Page 2  
December 8, 1993

bcc: Linda Wheeler  
Terry Layden  
W. D. Ost ✓  
R. W. Wright

Kathleen Ames/785-0203/bb/1215q